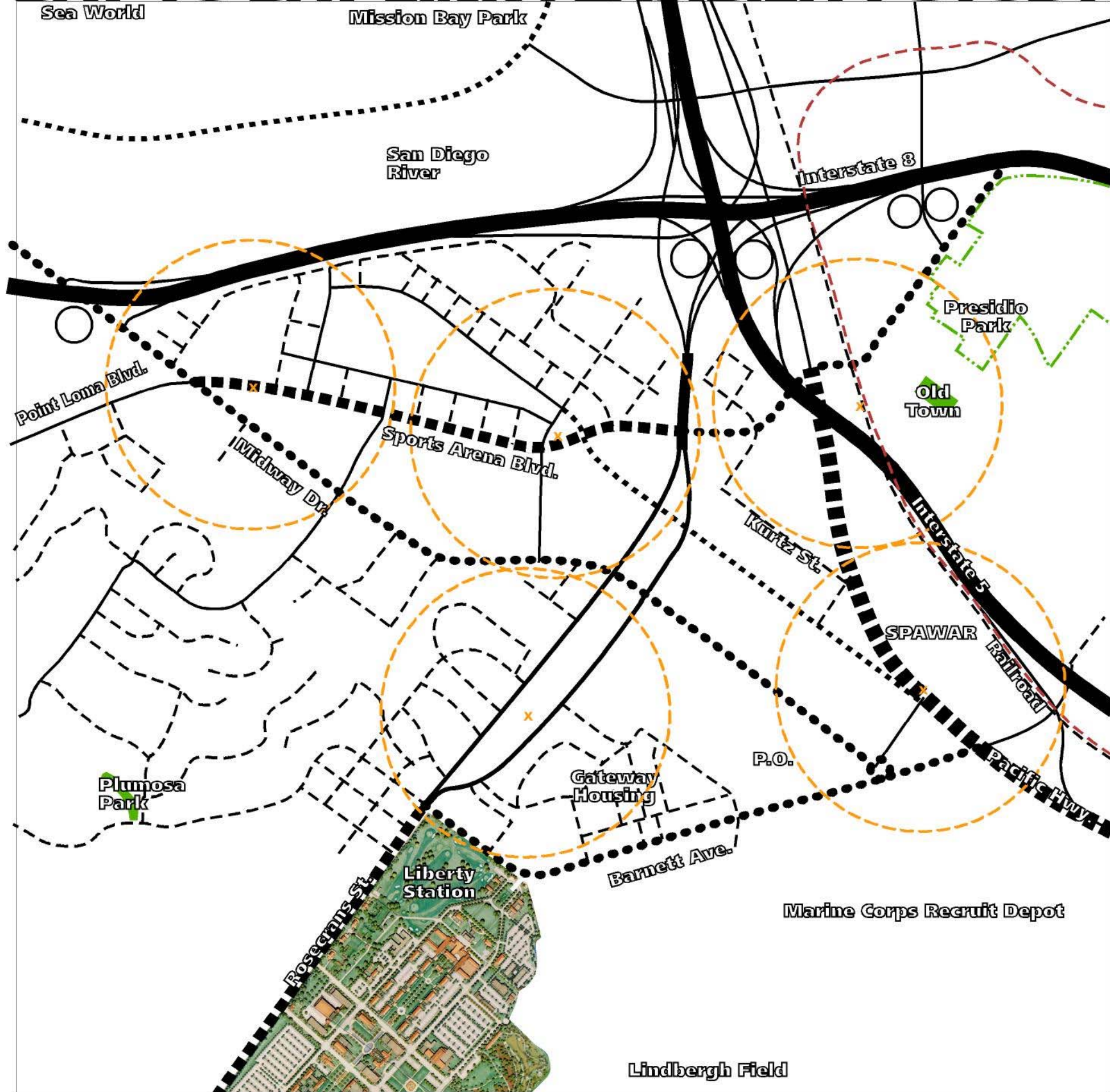


BAY TO BAY LINK FEASIBILITY STUDY



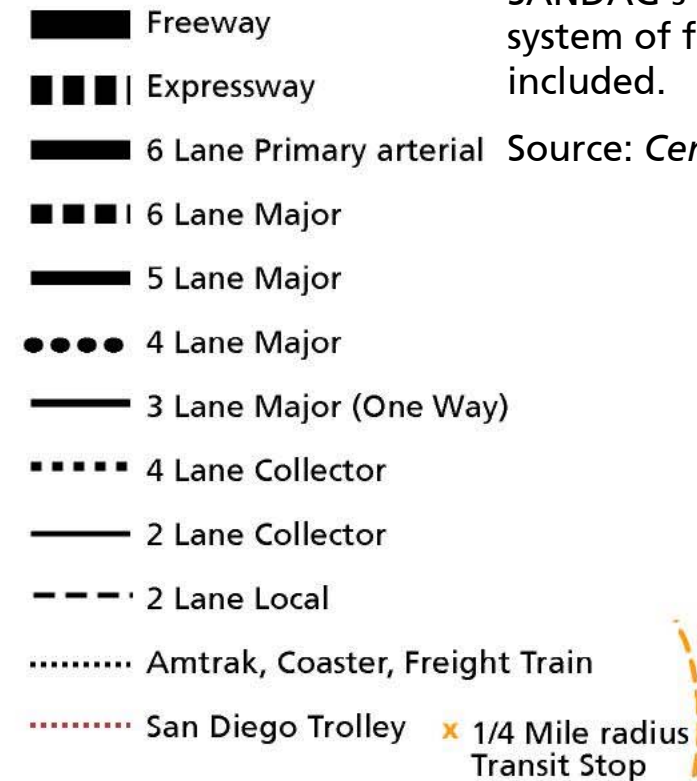
Alternative Street Classification

Sports Arena Boulevard could be renamed:

- Frontier Drive (as it was historically);
- Camino del Rio South; or
- Point Loma Boulevard.

SANDAG's plans completing the system of freeway access ramps are included.

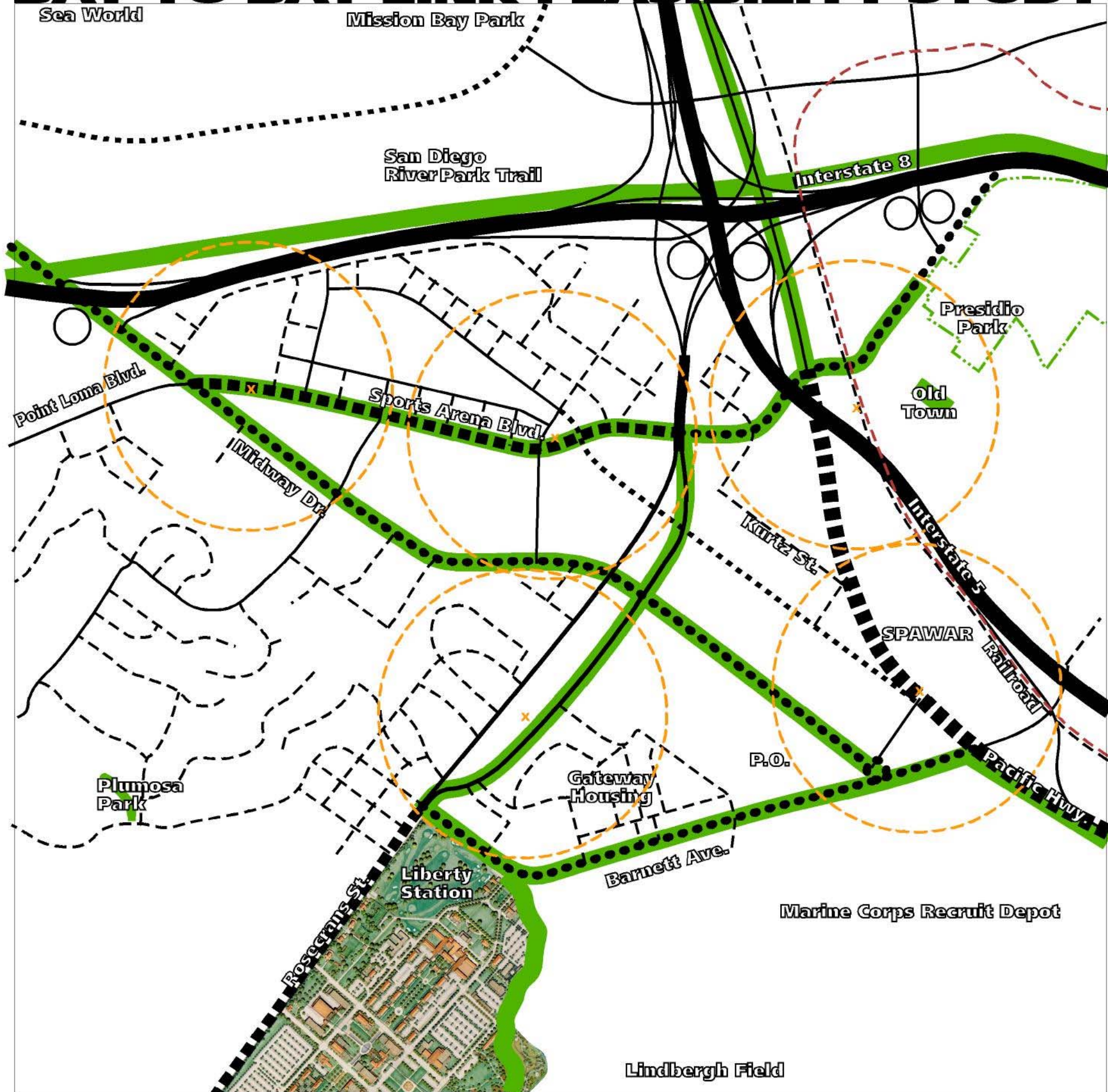
Source: Central I-5 Corridor Study



Each of the Alternatives in this Study are served by a common framework of circulation routes. The key features of this framework are:

- Reconfigure the 5-way intersection at Sports Arena/Rosecrans and Kurtz to a 4-way intersection.
- Divide Rosecrans into two one-way streets along a 300' wide central park.
- Locate the Rapid Transit Bus route along Sports Arena Blvd., with transit stations at 1/2 mile intervals
- Provide pedestrian/bicycle routes along key corridors.

BAY TO BAY LINK FEASIBILITY STUDY

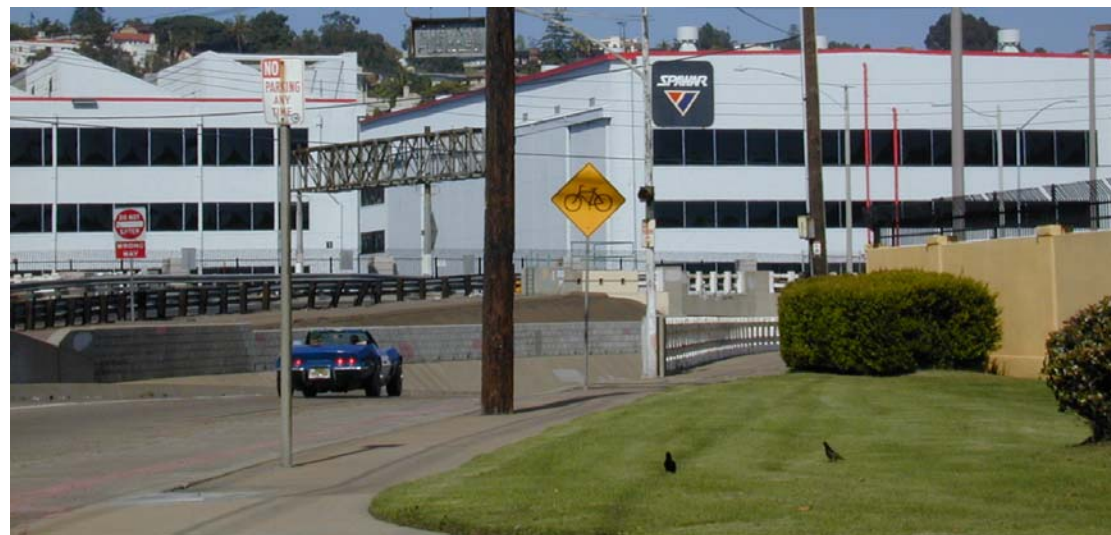


Wallace Roberts & Todd LLC - Moffatt & Nichol Engineers - Ninyo & Moore - Katz, Okitsu & Assoc. - Helix Environmental Planning, Inc. - Professional Consulting Group - Economics Research Assoc.

Pedestrian/Bicycle Routes



The northern segment of Midway Drive has a very narrow sidewalk and many curb cuts. Redevelopment should allow for improved pedestrian/bicycle activity along this important link.

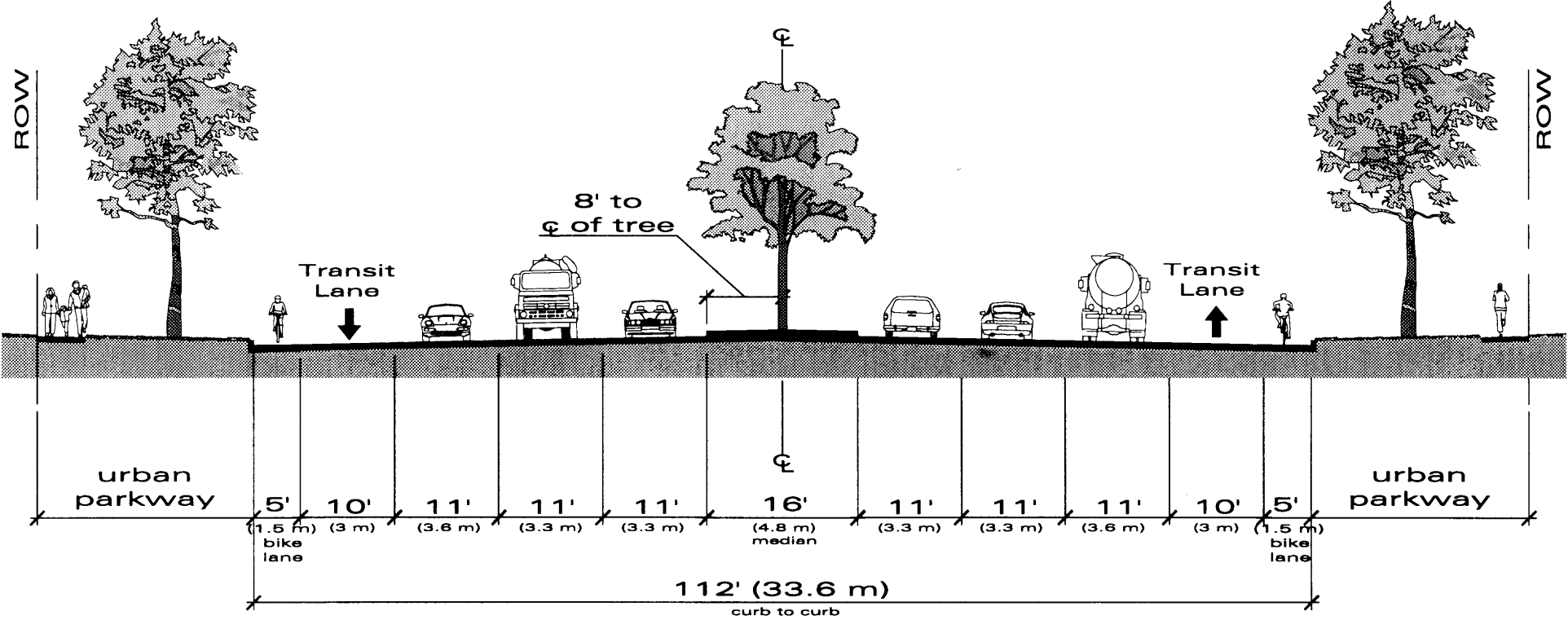


Future improvements to Barnett are recommended to include bicycle lanes and a wider sidewalk designed as a Class I multiple use trail. This should compliment MCRD's landscaped area outside their fence.

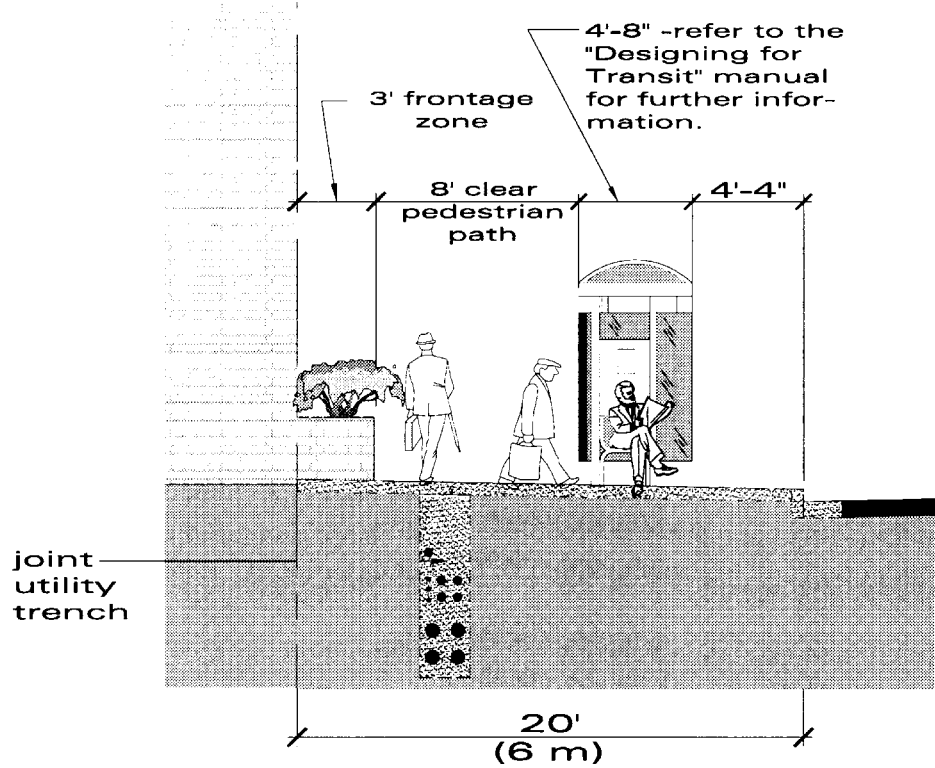
As the Barnett Street dips below grade, pedestrians and bicyclists are pinched into a narrow walkway. Perhaps an agreement with MCRD could be structured to enhance safe pedestrian/bicycle activity.

DRAFT

BAY TO BAY LINK FEASIBILITY STUDY



Transit Lanes – Six Lane Urban Major



* Where storefront furniture is provided, the clear pedestrian passage way shall not be less than 8'-0".

Street Design

These sections are from the recently adopted "City of San Diego Street Design Manual" provides guidelines which will raise the urban quality of all the public rights-of-way in the Study Area. Sports Arena Boulevard is recommended to be classified as a Six-Lane Urban Major street with Transit Lanes.

Source: <http://www.sannet.gov/planning/pdf/complete.pdf>

Public Transit

San Diego's Metropolitan Transit Development Board (MTDB) plans to develop "attractive and cost-effective transit access from inland San Diego to the beach and bay area activity centers". Source: *North Bay & Beach Area Guideway Study*, Wilbur Smith Assoc., 7/00.

Sports Arena Boulevard would be redesigned to have lanes dedicated to public transit vehicles. The current vision is toward the Bus Rapid Transit technology.

Bus Rapid Transit

BRT combines the quality of rail transit and the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines *intelligent transportation systems* technology, priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

Source: <http://www.fta.dot.gov/brt/>



Eugene Oregon's vision for its Bus Rapid Transit

Source: http://www.ltd.org/site_files/brt/index.html



C. Study Alternatives



BAY TO BAY LINK FEASIBILITY STUDY



Two lane streets divide the Sports Arena site to serve new homes and multiple use development.

La Playa Park divides traffic of Rosecrans Street. Parking for commercial property is provided in the old alignment.



Park System Link Alternative

The Park System Alternative proposes 57 acres of park land including:

- 25 acre Community park on the Sports Arena Site in the center of housing and multiple use development;
- Neighborhood park along Rosecrans; and
- Public park land along Kurtz Street, linking SPAWAR and commercial uses with the proposed multiple-use development and La Playa Park.

BAY TO BAY LINK FEASIBILITY STUDY



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Park System Link Concept Alternative

 Redevelopment Area Boundary



Downtown San Diego's Pantoja Park is a good example of a small park within an urban residential neighborhood.



City of San Diego
Transportation & Drainage Design Division, Engineering & Capital Projects
Redevelopment Agency, Community and Economic Development

6 February 2003